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Cures Indigestion, Dyspepsia, Sour Stomach, Lack of Appetite, Heart Flutters, Gas and Wind on Stomach, Bloating Feeling, Pains in Stomach after Eating, Sick Headache, Dizziness, Constipation, Biliousness, La Grippe, Dengue Fever, Chills and Fever, Malaria, Breakbone Fever, Typhoid Fever, Jaundice, Backache, Diabetes, Gravel, Leprosy, Bright's Disease, Bladder Trouble, Enuresis, Rheumatism, Impure Blood, Catarrh, Scrophulous, Melancholia, Nervous Disorders, Stomachache, Removers Worms, Cures Consumption, Anæmic Condition.  
A Great Tonic for Women.  
\$1.00 per bottle; 3 for \$2.50, 6 for \$5.00

Notice—Bro. Benjamin Compound Herbal contains no alcohol. Therefore the taste of some bottles may vary slightly.  
All Plantation Stores and Dealers Honolulu Drug Co.

## COUNTY ENGINEER MORROCO QUESTION DELIVERS HIS REPORT

J. H. Moragne Files Detailed Report On Doings of His Department, To The Loan Commissioners

### HANAIE GRADE IS GOING AHEAD

\$1,000 Sufficient to Build Hanaie-Haena Road - Bids For Kilauea Concrete Bridge Soon

REPORT OF J. H. MORAGNE, TO THE BOARD KAUAI LOAN FUND COMMISSION. SEPTEMBER 6th, 1911.

The Hon. Kauai Loan Fund Commission, Lihue.

Gentlemen: The following is my report on work done so far by the Commission.

BIDS. NEW GRADE HANAIE HILL & KOLOA-LAWAI GRADE.

Bids were called for August 17th. for constructing Section 2 1600 ft. of the new Hanaie Hill Grade and Section 1, 3300 ft. of the Koloa-Lawai new grade. On August 17th. bids on the above two jobs were opened. The contract for Hanaie work was let to G. W. Mahikoa, who started work on his contract on August 21st. The contract for Koloa-Lawai work was let to P. Fitzgibbons, who started on the work on Sept. 4th.

Good progress is being made on Hanaie Hill.

BIDS HANAIEPE BRIDGE

Bids were called for Sept. 6th. for a concrete bridge at Hanaiepe and on account of the prospective bidders requesting more time in which to prepare their bids, the time for opening the bids was extended to September 20th.

BIDS HANAIEPE BRIDGE.

Bids for a new steel bridge for the Hanaie stream, were called for Sept. 6th.

CONTRACT J. M. SILVA, AT MAKAWELI, \$500

I let a contract for filling in and tunnelling at the small bridge near Makaweli for \$500., which work is mostly completed except the tunnel, which is under way.

BRIDGE KILAUEA & MAHINAULI

I am preparing plans for the proposed concrete bridge at Kilauea also for the Mahinauli culvert. I suggest that the contract for Mahinauli culvert be let privately, as the cost will be less than \$1000. CHANGE MACADAM ROAD, HANAIEPE

I examined into the proposed change of the macadam road near Hanaiepe towards Makaweli, where the road goes around the point up the hill and found the cost would be considerable. Although the improvement would be a good one, I do not recommend the expenditure at present but instead would suggest that the County cut a little around the point on the present road. HANAIE-HAENA ROAD

I looked into the matter of improving the Hanaie-Haena Road and found that this road can be greatly improved by small expenditures at places. Some of the points could be cut off and the road straightened for less than \$1000 and all such work would be in line with permanent improvements of the whole road. The narrow place on pali, just on the Haena side of Wainiha Bridge could be permanently improved by changing the irrigation tunnel for about 150 feet and blasting the road into the pali.

Very Respectfully,  
[Sgd.] J. H. MORAGNE.

County Attorney Sam Kaeo returned from Honolulu last Wednesday having been in consultation with the attorney general relative to county bridge building.

D. Lieth, one of Honolulu's popular traveling men, came up on the Kinau.

Continued from page 2

Plainly the object of France was to occupy Fez and stick there, probably on the principle (rather want of principle) enunciated by one of her generals, "J'y suis, J'y reste" (Here I am, and here I stay.) But, unfortunately for her, it has come to light, thro' the lynx-like eyes and ears of the Press, that before the signing of the Algeiras Act a secret treaty was made between France and Spain delimiting the territory of the Sultan of Morocco into French and Spanish spheres of influence. But, and here is the reason for French feeling against Spain, no action was to be taken by Spain before consulting with France. Knowing well the weakness of Spain it was the intent of France to make use of her for the furtherance of French policies and then, perhaps, throw Spain over, or order her to go out.

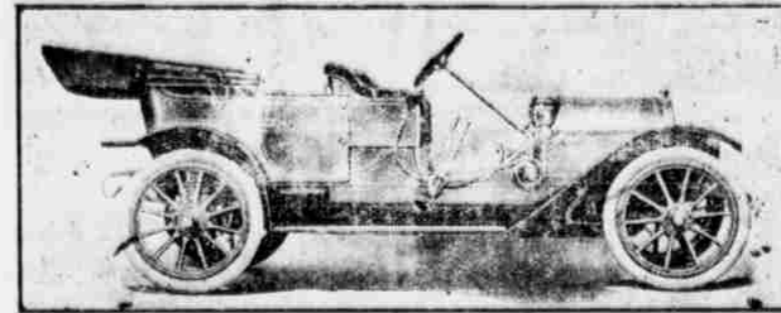
But the cat is out of the bag, and the position of France by no means enviable. Her natural jealousy of Germany is easily understood, and her desire to shut out Germany from Morocco is also natural, but one wonders, did she really believe that she would succeed in excluding Germany by such pitiful scheming? Granted that she could conclude Great Britain would look on with complacency, she had no reason for assuming that Germany would do the same.

Her position now is one of neither dignity nor safety. For Germany, young, powerful, masterful, purposeful, stands without and beats on the gate. Nothing less will now content her than full recognition of her right to a "sphere of influence" when the delimitation of the territory of Morocco comes about. IF EVER IT DOES COME; for the question of Morocco is really decades old, almost as old as "The Eastern Question," and no one may claim that we have heard the last of that.

Of all the Powers concerned, it cannot be disputed that France and Spain are by far the most deeply interested in Morocco. And France has herself alone to blame for failure to achieve her ends. Her haste and greed have been her undoing. There is much truth in the old adage the more haste the less speed.

And it is much to be regretted that Germany chose the unwise course of sending one of her cruisers to Agadir. It may have been, probably was, her intention to thereby force Great Britain to bring pressure to bear upon France and Spain to live up to the terms and stipulations of the Act of Algeiras. But the action certainly admits of a far less generous interpretation.

And will there be war? Who can say. The writer ventures the opinion that there will not be war. Between Germany and Great Britain there is considerable friction, but fortunately there is no quarrel. Each is all powerful in a special sphere; Germany on land; Great Britain on the sea. And happily there is between the two peoples—if not between their respective Governments—abroad and intelligent feeling of mutual sympathy respect and esteem that should prove sufficiently strong and lasting to bridge every difficulty arising between the two nations. With neither France nor Spain is Germany desirous to measure swords. She knows full well that singly, yes, and both together, she has within herself the power to crush them. The mightiest and most highly disciplined Army the world has ever known, not even excepting the famed legions of Imperial Rome, stands ever ready to her beck and call. But the tremendous impulses impelling her ever forward are not spirits of aggression but mighty economic forces against which she dare not contend. With those forces, she must ceaselessly co-operate and work in harmony with all the fervor of her virile intellect and the vigor of her masterful will, FOR SHE NEEDS MORE MARKETS, needs them for her ever-increasing



## The Hudson for 1911

BODY STYLES AND PRICES

Roadster, two passenger, 25 gal. tank, \$1000  
Roadster, three passenger, single rumble seat, \$1000  
Roadster, four passenger, double rumble seat, \$1025

Horsepower—33.  
Wheel Base—100 inches.  
Tires—32 x 3 1-2 inches, front and rear.  
Weight—1800 pounds.  
Motor—Renault type, 4-cylinder, cast en bloc, 3 3-4-inch bore and 4 1-2-inch stroke.  
Transmission—Selective sliding gear type. Three speeds forward and reverse.  
Fan Back of Radiator Cooling System—Forced circulation splash system, vertical tube radiator, centrifugal water pump.  
Axles—Semi-floating rear; I-Beam front.  
Springs—Semi and three-quarter elliptic front and rear respectively.  
Gasoline Capacity—Ten gallons.  
Water Capacity—Four gallons.  
Control—Strictly standard and internal; secured to rear wheels.  
Clutch—Leather-faced cone with slip springs under leather.

Bearings—Front wheels; large size, ball type. Rear wheels; roller, with ball thrusts.  
Frame—Pressed steel; best open hearth stock; drop sub-frame, to which transmission and motor are secured.  
Radiator—Extra large; vertical tubes; horizontal fins; very efficient.  
Dash—Rich mahogany, with coil box to match. Protected on edges with brass moulding, channeled out to the fit over edges of the woodwork, providing protection from the weather.  
Equipment—Two gas head lights; generator; two side oil lamps; tail lamps; horn; full set of tools and jack.  
Runabout—Price \$1000 F. O. B. Detroit. Price \$1350 F. O. B. Honolulu, with top, glass front and Pres O. Lite tank.  
Touring Car—Price \$1600 F. O. B. Honolulu including top, glass front and Pres O. Lite tank.

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Kauai Accounts Invited

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### SHIPPING AND MAIL

#### MAILS

Inter-Island Mails  
Regular mail leaves Lihue on Tuesday and Saturday at 5 p. m.  
Regular mail arrives from Honolulu Wednesday and Friday morning. During sugar season mail is frequently sent and brought by steamers making extra trips between regular mail days. On days when the coast mail is due, the mail boat due on Friday, will lay over and come in on Saturday morning instead.

#### MAILS CLOSE

Registered mail closes on mail days, at four o'clock sharp. Ordinary mail, at half past four.

#### OVERLAND MAIL

Mail for Island offices, leaves Lihue on Monday, Wednesday and Friday mornings at six o'clock. Except, however, in cases when the coast mail delays the Friday boat, then the mail will leave on Saturday at 6 a. m.

#### INTER-ISLAND VESSELS.

For Kauai Ports  
W. G. Hall, I.-I. S. N. Co., every Thursday.

Kinau, I.-I. S. N. Co., every Tuesday.

Kau and Kona Ports  
Mauna Loa, I.-I. S. N. Co., alternate Tuesdays and Fridays.

For Moloai and Maui  
Mikahala, every Tuesday.

For Maui and Hawaii Ports.  
Mauna Kea, I. I. S. N. Co., every Tuesday.

Claudine I.-I. S. N. Co., every Friday.

#### PORT ALLEN SHIPPING

The Hilonian and Lurline carry passengers, leaving direct for the coast, the fare one way or round trip, being the same as that from Honolulu.

### Oceanic Steamship Co's. Time-table

The favorite S. S. SIERRA, 10,000 tons displacement, sails from Honolulu September 13, October 4, October 25, November 15, Dec. 6, Dec. 27. First-class, single to San Francisco, \$65; round trip, \$110.

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GENERAL AGENTS

### POST CARDS

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Hawaii & South Seas Curio Co  
Young Bldg., Honolulu.

Hon. Geo. H. Fairchild and wife returned from Honolulu Wednesday

productions, for her ever-growing population. She is laboring under, but rising by, that terrible law of nature discerned by sagacious Darwin 'the struggle for existence and survival of the fittest.'

Yours very truly,  
G. W. T.

Lihue, Sept. 18th.

## Educator \$4 Shoes



Are a treat for the feet. Made on a broad toe last with room for all five toes. This gives perfect rest for the foot at all times.

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When ordering, add cts. to cover freight.

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